## THE NEW YORK HERALD.

WHOLE NO. 6465.

SUNDAY MORNING, MAY 7, 1854.

PRICE TWO CENTS.

1 UNIVERSITY PLACE, CORNER OF CLINTON— Brohants, with families, and now seems apartments upon dyantageous terms. Instruction application will secure

A SMALL PAMILY OR TWO OR THREE SINGLE
A gentiemen can be accommodated with large siry rooms,
turn from the beacommodated with large siry rooms,
turn from the beacommodated with fall or partial board, at 76
East Twenty-third street. Two or three families can also
be accommodated at a beautiful country residence, within
seven miles of the city. Access may be had every bour, by
cars or stages.

A FRENCH GENTLEMAN. FROM PARIS, WHO DE-groate learn the English Language, wishes to have a elleasant from with tull board, in a respectable private mily in Brooklyn or Jursey, ity Address on Monday and thursday, L. L., No. 21 White street, N. Y.

BOARD -- A PARLOR A -- D SEDROOM HAN OSOMELT furnished, also rooms suitable for gentlamen and their vivos, or single gentlemen; to let with Sourd, in a first class coaps, No. 7 Minth street, near Fifth avonue.

BOARD.—A FEW SINGLE GENTLEMEN CAN BE secommodated with pleasant rooms, with full or partail board, at No. 1 Lewis place. Second street, corner of South Teath, Williamsburg.

BOARD.—A FAMILY IN CLINTON PLACE. (NO. 29) near Hroadway, will let reom, with or without board, furniture all new; baths and gas. Roops for a gentleman and wife, a family, or for two single gentlemen. Dinner at 6 o'clock. Best reference required.

BOARD.—A GENTLEMAN AND WIFE, ALSO A single gentleman, oan be accommodated with board in a small family, at 49 fact Twentieth street. References exchanged.

BOARD WANTED-BY TWO YOUNG GENTLEMEN aughtown above Fourteenth street and west of Sevent sevene; private family preferred. Please address K. B. Heral-spolice, stating terms and location.

BOARD, NEAR ST. JOHN'S PARK.—VERY PLEA whe receive but for the stand countertably furnished rooms, with a family whe receive but few borucer. A second story front parlor and bedroom, or third story front room and large dressing closes, editable for a gontisuma and his wife, or two single gartismes. Terms reasonable and references exchanged. Warm, cold and shower boths for the use of the family. Apply at No. 5 Beach street.

DOARD CAN BE OBTAINED FOR GENTLEMEN AND their wives, and aincie gentlemen, in a pleasant house up town, centaining all the modera improvements, on and after the let of May. For further particular apply at 247 West Twenty first street, between Kighth and Ninth avez.

BOARD IN BROOKLYN-BETWEEN PIERREPONT and Clark streets, and within a few minutes walk of all the ferries. A gentleman and his wife, or several single

BOARD IN WEST ELEVENTH STREET.—ROOMS ON become and third floors to lot, with board. The house has all the modern improvements. Inquire at No. 18 West Eleventh street, between Broadway and University

BOARD IN SOUTH BROOKLYN —A FEW CENTLE family, ten minutes walk from South forey. Address in mediately C. A. S., Herald office. References exchanged.

BOARD NEAR ST. JOHN'S PARK.-FURNISHED on Sundays), in first class house No. 18 Variok street; bath and gas. References exclanged.

BOARD IN SANDS STREET, BROOKLYN.—A GEN-leman and bls wife, or two single gentlemen, can ne accommodated with board, and spacedous front rooms, by a genteel family, eligibly located near the Fulton ferry. Ap-ply at 50 Sands street, Brooklyn.

BOARD IN BROOKLYN .- A PARTY OF SIX GEN D tlemen or three gentlemen and wives, can be accommodated in a private family where there are no other boarders three square rooms; we minutes walk of four ferries. Apply at 22 York street, near Bridge.

BOARD WANTED—BY A YOUNG LADY, WEST OF Broadway, in a small, quiet family; one small room will answer, either furnished. or not. Will pay in advance if suited. Address Agnes, Broadway Post Office.

BOARDING.-TO LET, A BACK PARLOR ON THE first floor, also a room for single gentlemen. For particulars apply at 47 Bond street.

DOARD AND LODGING -TWO GENTLEMEN CAN BE accommonated with two separate, comfortably furnish of rooms, in Brooklyn, in a quiet private family, without children where they will be the only boarders. About ten minutes wask from Aliantic or Hamilton ferry. Apply at No 8 Douglin street, Brooklyn, or to Mr. J. W. Christern foreign booksaller, 703 Broadway.

BOARDING.—A RESPECTABLE FAMILY HAS TA ten a house with all the modern improvements, locat-ed as No. 9 Ashland place, continuation of Perry street and would accommodate a few select persons with rooms and board, on moderate terms. Apply as above.

BOARDING.—A HANDSOME PARLOR AND BED-bouse in Fourteenth struct, went of Pith avenue will be va-cated for two months. Occupants, gentleman and wife, two gentleman, are wanted. Price, with board, 61s per week. Address box 1281 Post Office.

BOARDING.—A FEW RESPECTABLE MEN CAN BE accommodated with good board and comfortable rooms at COOK'S Tumperance Dining Saloon, No. 24 Houston street, East river.

BOARDING UP TOWN -A LADY IS DESIROUS OF letting a back room, with large room communicating, to a gentleman and his wife; also, a nice room suitable for a gentleman, at all Second avenue. Broadway and four-teenth street stages pass the door. Terms moderate to permanent boarders.

BOARD WANTED-FOR A GENTLEMAN AND LADY board for the lady only, where there are no other boardors. Board paid in advance, Terms not to excee 52. Address J. A., Herald office. BOARDING.—A HANDSOMELY PURNISHED PAR for two or three gentlemen, to let with board, at 27 Broom street, one block east of Breadway. House first class with gas, baths, &c.

BOARD CAN BE OBTAINED AT 170 WEST TWENTY.

Direct street, for a few persons; house desirable and
charge mederate. Also, at 281 West Fourteenth street, for
single sentionen or gustleman and wife. Also, many other
places, both in city and country. Every particular obtain
et at the agoncy office, Clinton Hall, corner Eighth street
and Lafayette place.

BOARDING AT 125 TERRIT STREET, CORNER OF Brondway, A few first class boarders can be controlly accommendated with we bready a commendated by the working of patient, framend of patient, framendated by the day, went of canalitations of the wind patient, Dinner at six colool. No child. BOARDING-AT THE CORNER OF BROADWAY
D and Tenth street, nearly opposite Grace Church.
This new and handsomely furnished house is now ready to

DOARD WANTED FOR A RESPECTABLE YOUNG hady in New York or Brooklyn, near the Fulton ferry a private family preferred. Address, with particulars, if. S., Herald office.

BOARD AT 5:8 BROADWAY.—DESIRABLE SUITES
of rooms, with full board; also, sine rooms for single
gentlemen. Reforences required

BOARDING AT NO. 4 ABINGDON SQUARE —AG
commodations for gentlemen and their wives and single
gentlemen. Location pleasant and convenient. Dinner at 5

gentlemen Location pleasant and opavenient. Binner at 5

COUNTRY EOARD AT CARMANSVILLE 152D
careet, first white house from the depot, on the right,
say of access to the city delightfully located, healthy,
and pleasant. None but first class need apply.

COUNTRY EGABLE—NEW RECHELLE PAYILION
will be ready for the reception of families on or before
the first of June. Gentlemen will find it at your convenient to
the city. Facilities several times a day by receivement to
cars and steamboat from Peck silp. A large stable on the
premises. For further particulars apply at 29 West
lightcenth street, near litth avenue, New York, or at the
Payilion.

DOWN TOWN ACCOMMODATIONS. FURNISHED men and their wires, also rooms for single gentlemen, at 72 Franklin street. Bath and gas in the house. Reforences anthonysts.

FURNISHED HOUSE TO LET, OR SUITS OF ROOMS furnished or unfurnished, together or so parato, at 35

FURNISHED FOOMS TO LET-TO SINGLE GENTER men, with or without beard in the first class house in State street, fronting on the Battery; also offices to let at No. I Pearl street. Apply on the premises

FURNISHED ROOMS TO LET. IN A PRIVATE FA mily, suitable for single sentlemen, with breakfast only. The family is strictly private, and ofter a good opportunity to say gentlemen who seeks comfert and good selective. Location central. Apply at 19 Stuyvesant street, near Astor place.

FURNISHED ROOMS, FOR SINGLE CENTLEMEN-at 18 Tenth street. Breakfast, with break age and tea and dinner on Sunday, if required. References exchanged. PURNISHED ECOM TO LET IN BROOKLYN, TEN ries, to two gentlemen, at \$1 each per work. Addrosa G. W. L., Herald office.

A rooms, urnished or unfurnished, with board, at the Eastern Exchange, 373 and 375 Secundavenue. The hours is supplied with, as, water, and bath rooms throughout. Terms reasonable.

L. BLACKDOCK. GRAMS RCV PARK—THE NEW AND HANDSOME five story brown stone front bouse at No. 105 Gramers park, East Twenty first sured, is now open for the reception of boarders of the first respectability. Rooms in suits and single rooms, furnished of unfurnished. A very desirable office, suitable for a physician, to let.

HOBOREN.—TWO SINGLE UENTLEMEN CAN OB-tain pleasant rooms, with or without board, in a first closed house in Endaon street, near the ferry. No other boarders taken. Address R H. Herald office.

HANDSOMELY FURNISHED PARLORS AND BEDrooms, at No. 89 Princs street. The house is lighted
with gas. Breakfast, if desired.

HOBOKEN—FURNISHED APARTMENTS IN GARden street, for two gentlemen in a private family,
with breakfast and tea, if required. For oard of address,
apply at 12 Newark street, or direct to C. H., Post Office,
Hoboken.

LODGINGS WANTED.—COMPORTABLE QUARTERS to inquisitive occupants, on the west side of Breadway, between Eighth and Twentieth streets. Address D. W., Union square Foot Office.

PLEASANT ROOMS, WITH BREAKFAST AND TEA and dinner on Sunday, for gontlemon with families or single gontlemen, at No. 4 Fourth street, convenient to the highth Avenue Railroot

PARLOR AND BEDROOM FURNISHED OR UNFUR-nished, to id-to one or two gentlemen on second story of a modern built house, occupied by a small pricate family. Satisfactory reforences required. Apply at No. 63 West Twenty fourth street east of Sixte avenue

ROOMS FOR GENTLEMEN MAY BE HAD, AT NO. 2 POONS TO LET-AT NO 2 UNION PLACE PARLORS And bedrooms on the first, second and chird floors. Also recens for single gentlemen: breakfast if required, Reference exchanged.

ROOMS TO LET -TO ONE OR TWO SINGLE GENTLE

ROOM WANTED -A GE TLEMAN WANTS, WITH break's a nicely furnished room in a house with modern improvement. Location hotween amity and four teenth streets, and Second and Sixth avenues. Address, stating terms, R. box 622 Post Office.

ROOMS IN BROOKLY - ELEGANT FURNISHED Tooms to let, to single gentlemen, in a private la mily, with partial beard in a pleasant and healthy location, commanding full view of the harbor and buy and withdraw minutes walk from Wall street forcy. Address K, Herald office.

Single Gentlemen Can be accommodated, the state of the commodate of the commodate a party of four, at 122 Chambers street. First cless boarding house. Day tourders can also be accommodated.

SEVERAL NEATLY FURNISHED ROOMS ON THE first second and third floors, to let, to gentlemen, or bushaud and wife; the first floor may be occupied by a gentlement of the first floor may be occupied by a gentlement of the first floor floor from Broadway, west side.

To LET-WITH PARTIAL BOARD, IN A HOUSE with all the modern improvements the second floor, well furnished, to single gentlemen or gentlemen and their wives; also, an office sultable for a dentist, physician or artist. Apply at 200 West Twenty-seventh street, between highth and Minth arenues. TO PARMERS IN THE VICINITY OF NEW YORK

WANTED-BY A QUIET GENTLEMAN, IN A PLEAS
ant neighborheod, near the North river, contiguous
to the railroad, and within thirty miles of the city apact
ments consisting of parlor and bedroom with breakfast.
Address J. G., box 3.119 Post Office. WANTED-BOARD IN THE COUNTRY OF EAST access to the city, for a gentleman and wire, in a quiet genteel (smily, pleasantly and healthly situated. A good grice will be paid if suited. Address, with particulars, Samuel, Belaid office.

I OST-\$10 REWARD.—LOST YESTERDAY, BE twen Bope Chapel and Sixth avenue, a packet, on taining two luntred engraved Gift Certificates in cean action with Waterbury's Historic Tableaus, at Hepe Chapel, Broadway, wherby the possessor of one of those certificates may obtain a present worth \$35,000. Any person seturaing the same to Theodore Liabetter, 635 Eighth avenue, will receive the above reward. ONT-ON THE 27TH OF APRIL. A BROOCH CON I taining a daguerreotype likeness of a ledy. The finder libe suitably rewarded by raturning it to No. 5 City Hallee, or to Mrs. Miles. Smith street, between Warren and pakel streets, Brooklyn.

cacle streets, Brooklyn, OST-ON MONDAY, MAY IST, EITHER IN MAIDEN lane, or the vicinity of Pearl street, a drab cotten purse or property of a peer widow woman) containing \$67.50, in decin. The finder by leaving the same at J = Sullivan & 14 John street, will be liberally rewarded and receive grateful thanks of the owner.

Lem at 19 Union square.

LOST\_IN AN EIGHTH AVENUE STAGE, ON Wednedday, May 3, a port-monnaic, containing four rings, a receipt, and some verses of peetry. Whoever has found the same, and will leave it at 138 Faiton street, third loor, with William Cupies will be suitably rewarded. 1087-ON FRIDAY, 5TH INST., SUPPOSED IN THE Vicinity of Elizabeth and Grand streets, a note drawn by Robert Sinclair, to the order of John Carron, and by him endorsed, dated January 21, 1854, as four months, for \$170. Fayment of the same has been stopped. The Sader will receive three dollars by leaving 1b with the subscriber.

JOHN CARSON, 41 Barclay street.

ARMY INTELLIGENCE.

TRIAL OF MAJOR WYSE BY COURT MARTIAL.

HORE TESTIMONY ABOUT THE PALCON.

RESUTTING EVIDENCE OF THE PROSECUTION.

The Court met at ten o'clock yesterday morning, and all the members being present, the testimony for defence TESTIMONY OF WILLIAM H. MPRRY.

William H. Merry, having been duly evern, deposed as follows, on the direct examination—
Question. What is your profession?
Answer. At present surveyor and inspector or vessels for the New York Mateni Insurance Co.
Q. Eave you any knowledge of the steamer Falcon, and if so, what?
A. I have examined her; I have not made a particular examination of her since she was here; my last date was lebruary, 1850; I never considered her a first class vessel; at the time she was built I thought her frame light and unsufficiently fastened.
Q. What would be the natural effect upon the strength of the frame of a sea going steamer to run her constantly in rough seas for eight years?
A. It would rack her more or less; the effect would depend on her original atrought; on such a vesselas the Fa on, built as she originally was, it would prefly nearly use her up.
Q. Frem what you know of the Falcon do you not regard her as prefly much worn out?
A. I should think so.
Q. Was she built originally with her front deck cabin on her main deck?
A. No.
Q. What is the effect of this deck cabin on her

gard but as pretty much worn out?

A. Isloud think so.

G. Was she built originally with her front deck cabin on the main deck?

A. No.

C. What is the effect of this deck cabin on her thrength and sailing quelities and the safety of her passengers?

A. it would strain the hull; the hull would feel the effect of it, and as a general rule these deck cabins are unsafe, even in sailing vessels.

Q. What would have been the condition of this steamer, in your opinion, in her recent voyage, with her engines so crippled that she could make but four and a half revolutions in a minete, if she had been overtaken by a severe storm?

A. In that condition and with her insufficiency of canvass, the might have gone to the hottom—in all probability she would have been lost.

Q. What was the regutation of the Falcon as a seaworthy vessel, among nautical men, previous to her recent return from eas?

A. I have heard but little said of her lately, but four years ago I considered her a doubtful risk; by the majority of surveyors in Wall street—all I heard express the opinion at that time—she was looked upon as a suspicious vessel.

Cross examined.—Q. Do you know what repairs have been put upon her, or what is her present condition?

A. I save her two months ago; she was undergoing some slight repairs; we have now a surveyor of steamers, whose special business it is, and we now do not examine them as formerly; the steamer inspector is Herwell.

Q. Are there many steamers of the same structure as the Falcon in the Atlantic coast trade?

A. I think not; the Crescent City might be, but I rather think she was a better built steamer than the Falcon; Is peak of the hull, and not in reference, to to hamper.

Q. How about top hamper? Are all the steamers like her, the Falcon, in that respect?

A. Yes, sir; Crescent City, Empire City, and may be others; these are all that I call to mind now.

Q. In regard to your opinion of her danger at sea in a storm, with crippled engines, did you mean she would the more likely to go to the bottom than ot

If fitted with bilge injections and independent steam pumps.

The underlining of a rate by two lines (=), signifies that the rate is between that and the grade-mext below it. The rates for security and provisions against fire are three, via.:—Good, Indifferent and insufficient, and will depend upon the character and condition of lining to chimney rooms, ceating of beliers, use of blowers, and being provided with independent steam fire pumps.

Notes.—Steamers on the run to their infended route will hereafter receive a rate for the sea risk, in addition to that due to their proper route.

to that due to their proper route.

In the case of steamers upon distant stations, the existing character of the security and provisions against fire must necessarily be known.

CHAS H. HASWELL, Surreyor.

Testimony resumed—Q. What is the class of this steamer in your books?

steamer in your looks?

A Class 3, A 1/2, with two dashes under the 3, which indicates that she is between that and the next lower, or A 2, with the remark, "security and provisions against fire indifferent."

and at the time I rated her I did not wish to insure her; this was in 1848.

Q. Do you know how many steamers are in that line, from this port to the Isthmus?

A. I don't know; seven or eight, or more.

Q. Do you know how many, if any, of them rank on the insurance books at er about A 1½?

A. I think none of that line stand A 1 in Haswell's classification: the Illinois stands A No. 1 with me, in my judgment.

Q. Was the classification of the Falcon on your books made on any application to your office for insurance on her?

A. No. our business is to get the information, so as to

A. No; our business is to get the information, so as to be ready if application for insurance should be made.

TESTIMONY OF JOHN B. CRANZ.

TESTIMONY OF JOHN R. CRANZ.

John R. Crane being sworn for the defence, testined as follows on direct examination:—

Q. What is your profession?

A. At present an inspector of the Aster Insurance Company for marine insurance.

Q. Have you any knowledge of the steamer Falcon!—If so, what?

A. I knew but little of her till 1851; she was on the deel repairing and nectalling; I thought her then as not more than a second class versel; I examined her minutely, and found her slightly built and lightly fastened; she had large hips or legs on her biliges, and large upper cabins on her upper deck. I considered her a second rate vessel, and classed her A 2 on our books, in November, 1861; I have seen very little of her since that time.

Q. From your own knowledge of this steamer, do you not regard her as pretty much worn out?

A. I should think she was.

Q. What was the reputation of this steamer among nautical mon, as a sea-worthy vessel, previous to her recent return from eas?

A. Well, they considered her a very bad risk; they think she stands as lew as any steamer of that time; that is her general regulation; I knew no steamer that stands lower.

Q. Do you know when this steamer was built:

lower.

Q. Io von know when this steamer was built?

A. Not of my own knowledge, but from hearsay she was commenced in 1847 and linished in 1847.

As the defence stated at this stage of the examination that they had no citizen witnesses in attendance, and as they had other testimeny to present, the Ceut said that rebutting evidence would be now offered for the prosecution. The witnesses being in court, the examination was proceeded with in due form.

TESTIMONY OF JOHN DIMON. John Dimon, witness for the prosecution, being duly sworn, testified as follows on his direct examination: sworn, testified as follows on his direct examination—
Question. Have you ever done any work, as ship expender, to the Falconi—if so, when and what was her condition when she last went to see, so far as you know?
Answer. I have done work on her as ship carpenter for several years, since 1850; last time previous to her sailing on her last voyage, my impression was that she went to sea in good condition; she had a leak, and I was employed by the owners to discover it; had occasion to cut, and found her timbers where I cut perfectly sound.
Q. What is your business?
A. I am of the firm of Smith & Dimon, ship builders.
Q. Had your firm instructions to put the Falcon in good order for sea service, as far as relates to the ship-carpenter's work, and did you do so?
A. Yes.

habit of visiting each others' yards to scrutinize the work of others.

Q. Do you repair all the ships of this line when they need it in this port?

A. All of them, for the last three or four years.

Q. Did you ever discover that her knees were sprung, or il at the exhibited evidence in any part of her frame of having been streined?

A. No, sir.

Q. Lid you examine her exerfully, and were you careful to discover such defects, if they were material?

A. Yes. As to the springing of the knees, it is very common with vexeds trading in het latitudes; the wood shrinks, especially if not well scanoned at first; when the knees spring, they are wedged; you cannot take them out; it is not necessary; they are made tight and strong by the wedges.

out. It is not necessary; they are made tight and strong by the wedges.

Q.—By a member of court. How did the Falcon, previous to her late voyage, compare in sea corbiness with the other steamers of the same line—the George Law and Illinoi., for example?

A. Well, she compares well; her construction is such as to make her very safe and easy.

TESTIMONY OF ISAAC NEWTON.

Isaac Newton, a witness for the prosecution, being swern, testified as follows, upon his direct examination:—

Isaac Newton, a witness for the prosecution, being sworn, testified as follows, upon his direct examination:—

Q. What is your business?

A. The building and running of steamboats, principally, on the North river at present; I have built and ran sea steamers.

Q. Are you sequainted with the character of the steam-ship Falcon, and if so, what is it?

A. So far as I know, it is good; I had no knowledge of her situation at the time of this voyage; it was all prior to that; during her construction I was builting a ship in the same yard, at the same time; my ship, the Crescent City, was completed in June, 1848; the Falcon must have been finished after that; I recollect we had the Crescent City remains a started.

Q. Is she in strength of timbers and the general character of her construction round as is common with see going steamers from this port?

A. I thought her so at the time in material, workmanship, model—everything that constitutes a ship a very superior vessel.

Q. How long do so such buils last in sea service, with proper attention and repairs?

A. So far as our experience goes here we don't yet know; none of them, to my knowledge, have yet materially decayed.

Cross-examined.—Q. Was not the building of steamships for soa in its Infancy in this country at that time, and have not great improvements been made in them since?

A. The Southerner, built the year prior, was, I think, the first successful sea-going steamer we had, and the Crescent City was next; I am not able to say positively atom the improvements some larger vossels have been built, and some of the same sort, not so good as the Falcon, the only material improvement that I know in the construction of these sea steamers since the Falcon was built is the introduction of the iron diagonal bracing.

Q. Do you mean to be understood as saving that the frame of the Falcon, was originally built of uncommonly strong timbers?

A. I think they were stronger than usual in the average of railing vessels, and as strong as now used in the construction of the ro

TESTIMONY OF STEPHEN E. GLOVER.

but never paid any particular attention to her.

TESTIMONY OF STEPHEN E. GLOVER.
Stephen E. Gloves, being sworn for the prosecution, testified as follows on his direct examination:—

Q. What is your business?

A. A mariner, by profession, and a ship master, and now an inspector of the Husion River and Franklin Fire and Marine Insurance.

Q. Io you know the Falcon?

A. Very well.

Q. Did you see her when she was building?

A. From her keel upwards till she was finished.

Q. What sort of a vessel is she, in material, workmanship and model?

A. Very good.

Q. What is her present condition?

A. Very good for her age.

Q. Have you inspected her recently?

A. Nome time about the first of April I examined her closely with Captain Welterby, a gentleman from Canada, who wanted to buy her, or some other steamer. He did not buy her—site was too coally for his purpose.

Q. What effect has age and service had upon her seaworthiness?

A. None at all.

Q. What effect has the upper cabin, or saloon like hers, on the scaworthiness of sea steamers?

A. Nothing particular that I know of; they can knock it away if necessary; it is only a light deek.

Q. Is such a kind of afcamer, with the saloon, common in the track?

A. Yes, all have them, more or less.'

Q. How does her provision in respect of masts and sails compare with the other vessels of her line?

A. They compare very well in proportion to her tonnege, which is about 500, custom house measurement.

Q. What is her reputation in comparison with the other steamers of that line, as a rea atcamer?

A. Lyusi, according to her size.

Q. by Major Wyss—Po you know who superintended the building of the Falcon?

A. Captain Low, now Inspector of the Commercial Insurance Company for marine insurances.

TESTIMONY OF W. H. ASPINWALL. William H. Aspinwall, witness for the prosecution, eing sworn, testified as follows on his direct examina-

Q. Who made the contract with the United States for the transportation of the four companies lately, from Now York to tallifornia; A. I did, in behalf of the Pacific Mail Steamship Com-

A. I did, in behalf of the Pacific Mail Steamship Company.

Q. What arrangement, or not contract, did you make for the lettamus?

A. I had no contract on this side, and I arranged with the United States Mail Steamship Company to take the troops to the Istimus in their mail steamer connecting with the John L. Stephens.

Q. Why was the Falcon substituted?

A. The Falcon was substituted in consequence of my application to them to know if the troops could not go in a separate vessel, to meet the wishes of Gen. Jesup, as expressed to ne last fall, when he stated his wish to have the troops in such cases carried in transports separate from citizen passengers; and I was assured that the Falcon, though not as fast, was as safe as the mail steamer.

A. It was an additional expense of several thousands, because the mail steemer could have taken the troops and

e passengers.
Q. How was it intended to transport the troops on the Pacific?

A. In the John L. Stephens; I noticed in some publications that there was public rumor to the contrary, but the rumor was untrue—nothing as appeared in the rumor was ever contemplated.

Q. Is the Felcon a usual steamer?

A. I have nothing to do with the management of that line: I think she is temporarily excepted.

TESTIMONY OF HENRY B. RENWICK. Henry B. Renwick, witness for prosecution, being sworn, testified as follows on direct examination:—

Menry B. Renwick, witness for prosecution, being sworn, testfied as follows on direct examination —

Q. What office are you in?

A. I sm a U. S. local inspector of steamers for the port of New York, and was the first officer here appointed under the law creating the office, in August, 1862.

Q. What is the duty of that office?

A. My duty is this.—I have a colleague who is a ship builder. I am a mechanical engineer. Our duty is jointly to inspect every passenger steamer which takes out her papers at this port—the law makes it our duty to go sheard and inspect carefully passenger accurates arriving and departing from this port, which may take out their inspection papers at other ports.

Q. Did you observe the Falcon when she came round from the fast river, previous to her late voyage?

A. I observed the Falcon just when she came here from the South, some months ago, I saw her under way and remarked that she went well—egain on the 12th of April, I boarded her and made a casual inspection of her, as the law requires. She had her inspection papers taken out from New Orleans.

Q. What do you mean by casual inspection?

A. I mean an occasional inspection of the nature of a general caralination; not so thorough as the law requires, once a year, when the vessel receives a certificate; the law intends, as I understand, a check to see that the vessel is kept in good order, has life preservers, &c.

Q. What was your judgment of her at this casual in-

Q. What was your judgment of her at this casual in-

A. Yes.

Q. Are trial trips to test the engine common, or considered necessary when engines that have been in use undergo repairs?

A. No. sir; they are never made, to my knowledge, in such cases; the engineer in such cases knows the condition of his engines, generally; he knows that it has

worked, and where it works badly; these defects he corrects, and then he is satisfied of her working. As to new engines, trial trips are always made—sometimes more than once—and wegenerally manage to be on board. The law at the thorough annual inspection leaves it to the discretion of the inspector whether or not he shall require the engine to be put in motion.

Q. These trial trips—are they in sough water?

A. No, sir; the practice is generally not to go into rough water. They go out to sea, but generally in fair weather.

Q. What is the rate of the Falcon as to speed?

A. No great things; she is rated about an eight knot saip.

A. No great things; she is rated about an eight knot sip.

Q. As the Inspecting Engineer of this port, what is your judgment of her as a see going steamer?

A. Well, as far as safety is concerned, I had as lief make a passage in her from here to the lathouse as in any ship of any of the three lines, except the George Law and the Illinois.

Q. Your reasons for that opinion?

A. The George Law and the Illinois are built as the steamers are that cross the Atlantic, and it is not cousidered, and it is not found necessary, to build such vessels for the ceasting trade. Vessels that are in this trade would not be not cores the Atlantic.

Cross-examined—Q. Pid you, in this casual examination, see the valves of the engine?

A. No.

Q. Suppose the valve stem is too loar and roots in the

bottom of the steam chest, and when cold what is the consequence?

A. The consequence is that the valve leaks badly if the expansion lifts the valve off its scar; the engine would use here steam and do less work.

Q. Is it not proof of great carclessness somewhere to send a steamer to sen with her valve stem so four as to as twhen cold on the battom of the steam chest?

A. No, sir; I could not call that great carclessness?

As the hour of three arrived before this question was answered, the court adjourned till Moaday morating at 10 o'clock.

As the hour of three arrived before this question was answered, the court adjourned till Moaday moreing at 10 o'clete.

To rible Conflagration in Frankfort—The irreign! Square on Minin Streeth Runns. The beaviest calamity Frankfort has ever known felt upon her on Friday night. From Col Brown's new helling on St. Clair street, around the corner of Main and St. Clair, and up Main to within one house of the residence of the late Dr. Price, every building is in ruins.

The fire wan discovered about half past ten o'clock on Friday night, in the large grocery and confectionery establishment of Gray & Toud, at the corner of Main and Lewis streets. It spread as an philly that Mr. Gray is son Sthreshly, who was sleeping in a room over the store, was completed to escape by jumping out of a second story window. In a few moments the fiames were bursling from every window and door and from the roof. They stread armiolly to the adjoining house, occupied by Meck & Milam, watchmakers, and from that to the next building, occupied by Pr. Milis 'drug store.

In the meantime the fire had extended access Lewis street, and the vacant corner building, formerly occupied by Ir. Mills, was in fiames. With great rapidity they extended down Lowis street, and enveloped the residence of Mrs. Blackburn, (formerly J. W. Allen,) and slong Main store, and the vacant corner building, formerly occupied by Banta as a chima store, and Henry Evans as a slice store, were all in a blare. The fiames being supposed to be under control at Chiles', the chief exertions of the firenen were directed to arresting them at the point they ind now reached,—Henry Evans' old stand. With great exertions this was accomplished; but in the meantime the fire had broken out with fresh fury below—passed the fire wall at Chiles', and rapidly advanced until all the buildings down to the corner of Main and St. Clair were enveloped in one raging, rooring lame. The only hope of stopping the fiames now was in making a gap ahead of them, wall at Chiles', and rapidly advanced unt

ried from the store of Mesars. Chiles, Belt, and Moore, and placed upon the opposite side of the street, took fire from the cincers and intense heat, and burned up where they lay.

Son after the fire broke out several loud explosions took place in the store of Gray & Todd, caused perhaps, by a cannister or two of powder, or by casks of liquor. The heaviest of these occurred just as three or four gentlemen were cafering the front door to carry some goods out, and the cencussion was such as to throw them violently into the atrect. They were alf more or less bruised, but name of them reviously injured.

A list of the star ters, beginning at the highest point the fire reached on Main street, may be given thus:

E. H. Thylor—brick how e. vacant, but formerly occupied by Canningbam's saddler,—not callredy destroyed, but bodly injured—fully incured.

E. H. Thylor and James Taylor a beins—brick house adjoining the above, vacant, but formerly occupied by Henry Evan's above store—totally destroyed; insured a lessy in part, probably in full.

——Castiemas—three brick business houses totally destroyed, viz Eanta's old stand, Gilicopie & Hoffner's, and the cornerformerly occupied by lr. Mills, all vacant except tillering a Helinor's—no insurance known.

Swigert and Wingste—two brick houses occupied by Mrs. Blackburn, formerly J. W. Allen)—totally destroyed—insurance \$1,000.

Mrs. Elackburn—a large portion of furnifure, &c. burned, and remainder more or less injured by removal—no insurance.

Addicks, Van Dusen & Smith, of Philadelphia—lost building occupied by Gray & Todd. No insurance known.

Gray & Todd lost a very large stock of goods; also a brick building to rear of their store, used as a bake shop. Total loss over \$20,000 : insurance \$1,000.—Their "safe" proved a cheet and a failure, and \$200 in bank motes, about \$200 in desce, many valuable papers, books, &c. contained in it were consumed. Their ledger, containing some \$15,000 worth of accounts, was asved in sucha condition that a part of it can be read.

James Milan—l

some \$15,000 worth of accounts, was saved in aucha condition that a pret of it can be read.

James Milan—lost two brick buildings occupied by Sieck & Milan, one in rear of the other. Insurance \$1,200.

Meek and Milan, watchmakers, lost a large portion of their valuable tools and machinery—no insurance.

Wm. O. George—brick house occupied by Dr. J. M. Mills, totally destroyed. Insurance at \$1,500.

J. M. Mills, druggist—lost nearly all his stock of drugs and medicine and store fixtures—saved most of his fancy articles. Fully insured.

W. C. Chiles—dry goods—large portion of goods consumed and damaged. Insurance \$3,000.

W. C. Chiles are goods—large portion of goods consumed and damaged. Insurance \$3,000.

John L. Moore—dry goods—lost brick building and considerable portion of goods. Insurance on house, \$1200. none on goods.

O. & L. Bell—dry goods—large part of stock destroyed. No insurance. Books and a large amount of money in safe were saved.

Jesse S. Sinchair, Stamping Ground, brick house, occupied by act, consumed—insurance \$1,200. Green part of goods saved—loss fully covered by insurance.

O. G. Getes—house occupied by Evans & Co. consumed. Insurance \$2,000.

Evans & Co.—hat, shee and book store—goods mostly

O. Gates—Bonse occupied by Evans & Co. consumed. Insurance \$2,000.

Evans & Co.—bat, shoe and book store—goods mostly saved. Loss fully covered by insurance.

Cannon & Gaines—druggists—partial loss of goods, Fully insured.

Cannon & Gaines—druggists—partial loss of goods. Fully insured.

The Fishery Question.

(From the London News, April 22.)

In another column we give a list of our reserve naval force. The catalogue is long and satisfactory so far as it goes, but it would be still more so if the ministers increased it at once by calling home the ships now wasted on needless services in different seas. There are, for instance, several vessels engaged in bullying the American fishermen on the coasts of Nova Scotia. Out of that "service" there may some day come a quarrel, and, it may be, bloodched. So untoward, yet so likely, an event would at once establish a quarrel between John Buill and Brother Jonathan—a thing at all times to be depleted, but trebly unadvisable now. The ships we refer to were put in their present position during the inhadiclous administration of the Derby-Disraelites. Would not the present Cabinet be taking a prucent step if they ordered the vessels on other and letter duty than supporting an illiberal tory view of a fishing treaty which slept in peace for years until England had the sil-luck to be afflicted by a "Protectionist" Ministry. Although we have heard nothing lately on the Islaeries question, we think there is danger in leaving it open, inasmuch as disputes are likely to be constantly rising out of it. In this it resembles the question of the northeast boundary, which, after having repeatedly brought us to the verge of a war with America, was settled by the unpedantical common sense of Lord Ashburton in a week or two. Might not the fishing squabble be arranged by the citizens of the United States being allowed to use our fishing grounds as freely as British subjects (heme and colonial), on condition that the British fishers are allowed to carry their fish to American markets as freely as American citizens, and to fish the American grounds as freely as British subjects (heme and colonial), on condition that the British fishers are allowed to carry their fish to American set our? Surely the affair migh

The Late Freshets.

THE DAMAGE TO THE DELAWARE AND HUDSON CANAL.

New York, May 5, 1834.

TO THE EDITOR OF THE HERALD.

Having just returned from the Lackawanna region, and being somewhat surprised that no account of the great damage by the freshet has reached you from that quarter, I have dropped you a line to inform your readers that the injury to the line of the Delaware and Hudson Canal Company is includable. In one place over seven niles of the work have been swept away. Some two or three months must chapse before the company will be able to resume operations. The amount of this damage at the opening of spring business can scarcely be estimated.

The Chinc'se Revolution.

THE EMPRION "ALSING THE WIND" IT PAPER.

Thing levels Garette, Dec. 9, 1833, in the North China Herald, Jan. 21, 1854.]

K'hing levels, a Tartar of royal extraction, recently order to assist the people and replenish the proper that the sensing of paper and the control of the sales. The same of the government have been ordered to easily the people and replenish groperations of the control of the property of Issain and the Board of Revenue have been ordered to crewnstance at the country are becoming more and more straitened. The morthly are becoming more and more straitened. The country are becoming more and more straitened.

This is an expedient, he says, which should be the resorted to only when stern necessity compels; but when the necessity arrives, the best method of carrying it out should be taken into consideration. The difficulties of the government will be been straited in an incalculable digree; while the conveniences of a paper currency may lead to its being preserved to silver. But how is it to be brought about Pits, by secriving paper, as well as paying it, in order to awaken the confidence of the people; secondly, by promoting countered, and of the propie; secondly, by promoting countries, and the propies are confidenced to the people; secondly, by promoting countries, and the propies are confidenced to the propie; secondly, by promoting countries, and the propies are confidenced to the propies and the countries, and the countries, the propies and the countries, the propies and the propies and the countries, and the countries, the propies and the countries, the propies and the propies and the propies and the countries, and

reney.

Also, let all the excant public offices, and broken down public buildings, with their sites, be offered for saic at the aforesaid lean-bank, for paper money only. In this way the people will no longer be in want of the abovementioned articles, and an outlet will be found for the disposal of their notes; while the government will be turning their useless stores

will be found for the disposal of their notes; while the government will be turning their useless stores to good account, and getting their notes into circulation."

The Emperor's reply with the vermillion pencil, is to the following effect.—" Let the board in question immediately deliberate on the best mode of carryign out the proposition, and report."

K'hing-hauy adds a rider to his memorial, stating that the members of the imperial clan, and the eight banners, with the hereditary nobility belonging both to the Manchows, Mongols, and Chinese, are reduced to great distress, owing to their having frequently subscribed from their salaries to the necessities of the government; in consequence of which they have been obliged to borrow money at high rates of interest, and their crediters having become importunate, they are many of them planched with cold and hunger.

Khing-hauy therefore recommends, that should the Emperor accede to his request for the establishment of a loan bank, it be allow to these hereditary no the secury of their salaries, from which deductions may be made periodically. Thus the nobility will be freed the payment of heavy interest, and the board of revenue will have a smaller amount to pay them. To this the vermilion pencil has recorded a reply: "Let this matter be deliberated upon at the sume time."

Discovery of Gold in South Africa.

[Prem the Cape Monitor, Feb. 10.]

It has been known for several years that copper to some extent was to be found in the country of the Namaquas, or, as it is called, Namaqualand, but owing to the barrenness of the country, the scarcity of water, and consequent difficulty of transport to the coast, it was doubted whether it could be profitably worked. One of our enterprising mercantile firms has however, tested this, and is reaping its reward, the ore collected and exported to England being found to be of a very rich description, and the difficulties of transport much less than was at first anticipated. This has attracted the notice of many, and there is something like a rush upon government for "fleerness to search" within given distances, which are granted at a rent of 19s, per acre per annum. Exercil mining companies have also been formed, er are in the course of formation, so that there is every prospect of large quantities of this valuable niheral being exported from this colony shortly.

Presides this, it has lately been discovered that

there is every prospect of large quantities of this valuable mineral being exported from this colony shortly.

Berides this, it has lately been discovered that some of the copper ore collected contains a portion of gold, thus greatly enhancing its value, even if the more precious metal 'be not found in large quantities, as by many it is anticipated that it will be. The foregoing remarks refer to the Namaqualand—a country bounded by the South Atlantic ocean, the Great Orange river, and the district of Clanwilliam, and being part of the territory added to this colony by Sir Harry Smith, in becomber, 1847. In the Sovereignty, or country north of the Orange river, small nuggets of gold have been discovered in the quartz rock with which that country abounds, and many people are "prospecting" in that direction; and further to the north, in the country occupied by the Dutch farmers, whose independence has lately been recognized by her Majesty's representative in this colony, some similar discoveries have been made; but, it is said, a law has been passed by the "Volksraad," excluding all Englishmen from the right to search for it.